MEMORANDUM

DATE: September 28, 2020

TO: Ms. Karen Sherman
Holliston Town Planner

CC: file

FROM: John P. Shevlin, P.E.

RE: **Traffic Engineering Review Services**
Adesa Car Auction – 194 Lowland Street
Holliston, Massachusetts
(Pare Project No. 20157.00)

PROJECT DESCRIPTION

Pare Corporation (Pare) is in receipt, from the Holliston Planning Board, the application by ADESA (car) Auction Boston for a 600+ space overflow parking/storage area. The site would be an accessory to their main facility in Framingham, MA. Pare has been requested to review and advise the Planning Board on traffic related issues. Pare has been provided the following information for review:

- Traffic Impact Assessment Technical Memorandum prepared by Howard Stein Hudson dated August 31, 2020
- Site Plans entitled "Site Development Plan for Adesa Holliston, 194 Lowland Street, Holliston, MA". Plan date May 12, 2020. Plans prepared by Kimley Horn.
- Abutters comments dated July 6 (1), August 6 (1), September 4(3) and September 9(1).

In addition to our review of the above-described documents, Pare also performed a site visit to review the existing conditions.

Pare offers the following pertaining to this submission and our site review.

Transportation Impact Assessment provided by Howard Stein Hudson, dated August 31, 2020:

1. *Overview* –Applicant describes the proposed site use and the proposed components of the study including the evaluation of the future trip generation, truck analysis and route analysis, and any impacts to the Complete Streets initiatives that the Town of Holliston has adopted.

   Information/descriptions should be provided regarding the existing roads and intersections in the project area and along the truck routes regarding travel lanes and widths, shoulder widths, posted speed limits, traffic controls, etc. Information should also be provided regarding the facility operations

including number of employees, hours and days of operations, anticipated trucks leaving/entering site and when does this occur-morning, evenly throughout the day, afternoon etc.

2. *Project Trip Generation*- Trip generations were calculated for a by-right industrial development on the site and compared with the proposed car storage facility.

   - Please clarify in Table 1 how the truck trips were calculated for Land Use Code 110.

   - Please clarify the trip generation for the proposed car storage facility. Paragraph in the Trip Generation Methodology section states "8-10 large vehicles" taking cars to be stored. This will result in 16-20 truck trips per day (entering and exiting) for large vehicles. Also, there will be "up to 75 vehicles being moved from the site on an average day". It appears vehicles are driven off site by ADESA personnel. Also, it appears that ADESA uses vans to drive personnel to the site. How many personnel are in each van? How many trips total? How many employees can be anticipated on-site? It appears that 95+ trips between large vehicles and cars leaving site are proposed (20 trucks, 75 vehicles + van drop-offs+employees). Verify the number of vans/drop-offs. Justify the 66 cars proposed exiting the site as stated. Provide further clarification on how trips were generated for the car storage facility for the proposed site for the daily trips, a.m. peak hour and p.m. peak hour. Are the projected trips provided from a study/count taken from a similar site, if so where? Also, is there any information as to where trucks may be coming/going from/to? How many trucks can be anticipated to traverse Washington Street through the downtown area?

   - The applicant compares the trips from this site to the by-right industrial uses. Using this analogy does appear to result in less traffic generated with the proposed development.

3. *Truck Access and Route Analysis:* It doesn't appear that all new vehicles to Lowland Street are coming from the Framingham site. If delivery/carrier trucks are coming from I-495 describe what roads they would use to access the site and the suitability of that route. If trucks are coming from I-95 South what roads do they use to access the site?

   Is traffic(drivers) to/from site going to be directed to use only routes identified. Can verification be provided that no traffic is anticipated to come from the south, i.e Fiske Street area. Please note there are postings for "Weight Limit-2 ½ Tons 7PM-7AM" south of the site approaching Fiske Street.

4. *Truck Turning Movements* – This section describes preferred and alternative truck routes. Is it possible to have trucks use one dedicated route between the proposed site and the Framingham site.

   Figure 3 shows the truck movement at the Concord Street/Washington Street intersection. The movements should be further studied as you head west, in particular in the downtown area at the Washington Street/Central Street intersection, where there are parking and turn lanes.

   Several of the figures (Figures 8-12) indicate trucks traversing into opposing lanes of traffic at intersections. The applicant states that the encroachments described and shown in the figures are allowed on collector and local roads, as described in the American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highway and Streets, most recently updated in 2018. Although this is allowable, the applicant should describe if the existing truck movements are encroaching onto opposing travel lanes, what impacts does this have on capacity/delays and safety?

Please provide Autoturn movement diagrams in and out of the proposed site.

5. *Complete Street Assessments* – Similar to comment above, what safety impacts can be anticipated from the turning movement encroachments.

6. *Additional comments:*

   - It is recommended that crash data be collected to know if there are any safety deficiencies within the project area or along the travel routes identified.
   - No information was provided regarding traffic capacity at any of the adjacent intersections. The applicant is stating that the low number of peak hour trips should have no impact on delays. Although this may be true based on peak hour volumes anticipated, it would be good to know if any of the intersections currently have a low level of service, and if so can any mitigation be performed to help traffic flow.
   - Regarding safety, a safety analysis should be done along the truck routes and at the proposed site driveways. Part of the safety analysis should include a speed study on Lowland Street and sight distances should be checked based on the 85th percentile speeds and the future site design.

In summary, the applicant bases his study on comparing the proposed use to the by-right industrial developments. Based on information provided this does result in lesser traffic being generated. However, we are of the opinion that with the size of the development additional information as requested within our comments should be addressed to properly evaluate the traffic impacts to the local roadways and intersections. We will be available for the October 1, 2020 Planning Board meeting to present our findings and respond to any comments by the Board.